असफलता, कार्य की धीमी प्रगति के कारण पुल संबंधी ठेकों से एजेंसी को हटाया जाना, शेष कार्य के लिए नई एजेंसी को पुनः लगाना तथा ठेका संबंधी समस्याएं।

(घ) मुख्य ठेका फर्में हैं :–

मै० कान्टीनेंटल कन्स्ट्रक्शन कारपोरेशन लि०, नई दिल्ली;

मै० अमर कान्स्ट्रक्शन कम्पनी (संयुक्त उद्यम) बड़ोदरा।

(ङ) जी, हां।

(च) विश्व बैंक ने 6 परियोजनाओं के लिए 200 मिलियन अमरीकी डालर की ऋण सहायता मंजूर की थी जिसमें इस परियोजना के लिए 68.482 मिलियन अमरीकी डालर की राशि शामिल है। ऋण की समस्त राशि पर वचनबद्धता प्रभारों का भुगतान किया जाता है न कि परियोजना-वार।

भारतीय सड़क निर्माण निगम को घाटा होना

2990. **श्रीमती सुषमा स्वराज :**
श्री राम जेठमलानी :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय सड़क निर्माण निगम पिछले कुछ वर्षों से घाटे में चल रहा है;

(ख) यदि हां, तो उपरोक्त निगम को 1990–91 से दिसम्बर, 1993 तक की अवधि के दौरान हुये अनुमानित घाटे की कुल राशि कितनी है;

(ग) क्या यह भी सच है कि उपरोक्त निगम ने इस अवधि के दौरान देश में तथा विदेशों में अनेक परियोजनाओं के निर्माण से संबंधित कार्य शुरू किया था;

(घ) यदि हां, तो उन देशों तथा परियोजनाओं के नाम क्या-क्या है जिनके निर्माण संबंधी कार्य उपरोक्त निगम को इस अवधि के दौरान सौंपा गया था;

(ङ) उपरोक्त निगम को प्रत्येक परियोजना के संबंध में हुये लाभ तथा घाटे का ब्यौरा क्या है; और

(च) निगम को इस अवधि के दौरान देश में निर्मित परियोजनाओं के संबंध में हुये लाभ तथा [illegible] का ब्यौरा क्या है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) और (ख) वर्ष 1990–91 से वर्ष 1992–93 की अवधि के दौरान निगम को हुये घाटे इस प्रकार हैं :–

वर्ष	रु० (करोड़)
1990–91	31.43
1991–92	30.07
1992–93	40.50
(अप्रैल, 93 से दिसम्बर, 93)	27.30 (अनन्तिम)

(ग) जी, नहीं।

(घ) से (च) उपर्युक्त (ग) को देखते हुए प्रश्न ही नहीं उठता।

Central participation in the State Road Transport Undertakings

2991. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that some State Governments including Mahera-shtra urged the Central Government for one third share participation in the State road transport undertakings;

(b) if so, what is Centre's reaction thereto; and

(c) whether Government propose to review its decision in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) No, Sir.

(b) and (c) Do not arise.

Tightening of registration norms

2992. SHRI G. Y. KRISHNAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Commerce Ministry has so\ght tightening of registration norms including fixing of a higher capital base for multi-modal transport operators (MTOs) to prevent en. try of fly-by-night operators in this newly emerged segment of the transport sector;

(b) whether there is scope for mushrooming of operators without adequate experience in the field under the recently-enacted laws governing MTOs;

(c) what is Government's reaction to the above;

(d) what is the number of applications received from foreign companies to get registered as MTOs and Government's decision thereon;

(e) what is the number of Indian companies so (far registered; and

(f) the nature of amendments Government propose to make in the existing laws to meet the present needs of the situation?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) Till date 61 applications have been received from foreign companies for registration by Director General (Shipping) and none of them has so far been registered as MTO as the question whether they can be registered under the Multimodal Transpor. tation of Goods Act, 1993 is being legally examined.

(e) As on date, 30 Indian companies have been registered as MTOs.

(f) Certain amendments to the Multimodal Transportation of Goods Act, 1993, are under consideration of the Government.

Motor accidents in India

2993. SHRI BISHAMBHAR NATH PANDE; Will the Minister of SUR-, FACS TRANSPORT be pleased to state:

(a) whether it is a fact that there is an accident every minute in India because of the heavy Vehicular movement on the road in India; and

(b) if so, what steps Government are taking to enforce the Motor Vehicles Laws and make the punishment more rigorous to minimise the motor accidents in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER); (a) On the basis of accident figures of 1992, there is an accident every 1.706 minutes in India.

(b) The Motor Vehicles Act, 19S8 and the Rules framed thereunder already provide for stricter requirements in respect of the issuance of driving licence and penalties for driving at a speed exceeding the prescribed limits, carrying of load in excess of tie prescribed ceilings, driving while in drunkan condition, driving unsafe vehicle and other matters connected with traffic regulations. However, responsibility for enforcement of the$_s$ rules and regulations rests with the State Governments. From time to time, the State Governments are impressed upon to strictly enforce these provisions. Besides, with a. view to check the road accidents Government also organises various awareness campaigns to familaries the road users with various traffic regulations.